

# Many Interests and Values at Stake



Balancing the interests of highway users and other aspects that make SR 532 unique is a big challenge.

Funds:

The Washington State Legislature has provided \$82.1 million to improve SR 532 from I-5 to Camano Island. This funding comes from the voter-supported 2005 Transportation Partnership Account.

Tribes:

The Stillaguamish River region is the ancestral home of many Native Americans. Cultural and economic interests of the tribes are tied to this watershed. WSDOT is addressing the concerns of federally recognized Lummi, Samish, Sauk-Suiattle, Snoqualmie, Stillaguamish, Suquamish, Swinomish and Tulalip tribes, as well as the Snohomish, in project designs.

Protected Species:

The Stillaguamish watershed is critical habitat for many animals. Some of these, such as the region’s Chinook salmon, are listed under the Federal Endangered Species Act. More information

is available via the US Fish and Wildlife Service species listing at [www.fws.gov](http://www.fws.gov) and at NOAA Fisheries at [www.nwr.noaa.gov](http://www.nwr.noaa.gov)

Stanwood:

Within 60 miles of Seattle, Stanwood is the home of 4,000 residents and the gateway to Camano Island. With industries that include agriculture, services and recreation, the city is an important area hub. WSDOT is making upgrades to SR 532 that will increase safety and reduce congestion to help keep traffic moving through this vibrant community.

Transit and Rail:

Two bus services operate on the SR 532 corridor. Island Transit operates three routes that serve Stanwood, Everett and Mt. Vernon. Community Transit provides local and express service. Amtrak Cascades will serve Stanwood when construction of a station platform is completed in another WSDOT project: [www.wsdot.wa.gov/projects/rail](http://www.wsdot.wa.gov/projects/rail)



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Contact Information

**Robyn Boyd**  
Project Engineer  
[boydRL@wsdot.wa.gov](mailto:boydRL@wsdot.wa.gov)  
Phone: (425) 225-8754

**Patricia Michaud**  
Communications  
[MichauP@wsdot.wa.gov](mailto:MichauP@wsdot.wa.gov)  
Phone: (425) 225-8760

[www.wsdot.wa.gov/projects/sr532](http://www.wsdot.wa.gov/projects/sr532)

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## Keeping Drivers Safe and Traffic Moving



The road between Interstate 5 and Camano Island was built in the 1940’s and became part of the state highway system as State Route 532 in 1970. Today, SR 532 provides the only connecting route to the mainland for Camano Island, as well as the primary connection to and from Interstate 5 for the city of Stanwood and northwest Snohomish County.

Mounting Congestion

Increasing development and a rise in population along SR 532 has resulted in increased congestion and congestion-related collisions. In the last 10 years, traffic has increased by almost 70 percent in some locations. Some sections of SR 532 now serve an average of 20,000 vehicles per day.

Project Improvements

Using funding from the 2003 Gas Tax, crews working for WSDOT improved access to and from the SR 532/I-5 interchange and expanded the park and ride lot. In 2007, crews repaved four miles of SR 532 from 72nd Avenue NW to Old SR 99 and synchronized the signals through the city of Stanwood.

The 2005 gas tax provides \$82.1 million to further improve safety and reduce congestion in the SR 532 corridor. Crews will build truck climbing lanes, turn-lanes and replace the General Mark Clark bridge.

The New Bridge

Built in 1949, the SR 532 General Mark W. Clark Memorial Bridge is a critical link to and from Camano Island. It serves up to 17,000 people who depend on the bridge to access homes, businesses and recreation on Camano Island. The aging bridge needs to be replaced. It does not meet current seismic standards and could be severely damaged in an earthquake, potentially rendering it unusable.



WSDOT will begin construction to replace the General Mark W. Clark Memorial Bridge in 2009.

As part of the safety and congestion improvements along the SR 532 corridor, WSDOT will build a wider bridge that meets current structural and safety standards. The new bridge will have two 12-foot lanes to match the existing two lane highway. It will also feature 14-foot-wide shoulders to provide bicyclists and pedestrians safer access and allow space for disabled vehicles to pull out of through lanes.

The End Result

When this work is complete in 2011, the intersections along SR 532 will be able to handle traffic more efficiently and turning vehicles will no longer block traffic traveling through intersections. Drivers will also be able to travel more smoothly through Stanwood and pass slow-moving trucks.



**Available funding: \$82.1 million**

We will improve several intersections, adding u-turn pockets and turn lanes at select locations and adjusting driveway openings to increase visibility for drivers.

We will build a new wider bridge that will improve safety and reduce congestion. The new bridge will be 56 feet wide with one 12 foot lane in each direction. Extra wide shoulders will allow space for disabled vehicles to pull out of through lanes.

We will add turn lanes to several intersections and add an eastbound truck climbing lane between Pioneer Highway and 72nd Avenue NW. This will smooth the flow of traffic through Stanwood.

We will improve safety by adding turn lanes at intersections and adding a westbound climbing lane between 12th Avenue NW and 28th Avenue NW.



BNSF Railway Company and Amtrak will work with WSDOT to construct a new train station at 271st Street NW. Another project includes an upgrade and extension to the railroad siding track near the station to accommodate the new Amtrak service. The siding project will be completed in 2010.

**Station cost:** \$5 million

**Construction:** November 2008 - June 2009

**Siding cost:** \$15.9 million

**Construction:** To be completed in 2010

## Signal Improvements

We interconnected and synchronized the signals to improve traffic flow through the city of Stanwood. Newly added electronic traffic detection devices and five cameras provide up-to-the-minute information on our Web site.

**Construction cost: \$60,000**

**Begin construction: Fall 2006**

**Complete:** Spring 2007

## Paving

The pavement on this section of SR 532 was worn and in need of replacement. We repaved and restriped four miles of SR 532 between Old State Route 99 and 72nd Avenue NW.

**Construction cost: \$2.7 million**

**Begin construction:** Summer 2007

**Complete:** Fall 2007

**I-5/SR 532/Old Highway 99**

### Intersection Improvements

We improved safety and access to and from I-5 at SR 532 and Old Highway 99. We added a left-turn lane to the northbound I-5 off-ramp, widened and realigned a portion of Old Highway 99, added a new signal and turn-lanes. We also added 49 additional parking spaces to the park and ride lot.

**Construction cost: \$8.1 million**

**Begin construction:** Summer 2006

**Complete:** Summer 2007

## Design-build or Design-bid-build

For most highway work, WSDOT typically uses a design-bid-build method. This approach includes completing a project design, acquiring needed land and permits, and obtaining local agency and utility agreements. After we complete these steps, we invite contractors to competitively bid and build the project.

In contrast to the design-bid-build approach, a design-build method of project delivery allows WSDOT to select one team to complete the design and construction of an entire project. This innovative approach has been used in other states but is relatively new to WSDOT. If we use design-build for the right project, we can build with high quality in a shorter time.

With design-build, WSDOT prepares the basic project design and defines design, construction, and environmental standards that must be met by the design-build team.

Once WSDOT awards the contract through a competitive process, the price is set and the design-builder accepts the majority of the risk for potential cost overruns. By accepting this risk, the design-builder is motivated to plan and construct the work more efficiently.

## Design-Build on SR 532

A design-build approach is the best method to coordinate the work on the SR 532 corridor. Using one contractor for design and construction allows crews to start construction in 2009 and have the new corridor open to traffic within two years.

The selected design-builder will complete the design phase with WSDOT involvement. WSDOT will perform spot checks and provide oversight to ensure the contractor is following design standards.

The design-builder will seamlessly move into construction and can start some work, such as building bridge footings, before finishing the entire design. A design-build approach enables crews to start construction early giving the project a jump start to save time.

Throughout the construction phase, WSDOT inspectors continue to check the work of the contractor to ensure the quality of material and processes. The partnership between the design-builder and WSDOT will deliver a safer and efficient SR 532 by 2011.